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9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
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5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
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4.30 p.m. & 9.30 p.m. to 11.15 p.m., every 4 hours.
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Hongkong, 4th April, 1901. [a2584]

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Yokohama, 21st November, 1902. [a3222]

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Hongkong, 14th November, 1902. [a36]

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Hongkong, 24th October, 1902. [a2329]

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Hongkong, 2nd July, 1900. [a52]

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Hongkong, 31st October, 1902. [a51]

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[a3167]

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Canton, 1st October, 1901. [a153]

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Hongkong, 9th December, 1902. [a3275]

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BIRTHS.

On the 25th November, at the Church of Scotland Mission, Ichang, the wife of Dr. Geo. F. Stroker, of a daughter, Winifred.
On the 3rd December, at No. 50, Babbington Wall Road, Shanghai, the wife of J. L. VAN LAER, of a son, Johan Lucas.

MARRIAGE.

On the 3rd December, at R.B.M. Consulate-General and afterwards at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., V.M.A. Ernest, elder daughter of William H. BURNES to DAVID WILLIAM, son of the late NINIAN CHAWORTH, formerly of Hongkong.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 10th December, 1902.

YESTERDAY was the day fixed for the formal opening by the Duke of Cornwall of the great Assuan Barrage on the Nile. Nearly four years ago—on the 12th February, 1899—the Duke laid the foundation-stone of the dam, and it could hardly have been imagined at that date that the limit of time given to the contractor, Sir JOHN ARD, would have proved so much more than sufficient for the completion of the immense works. Speaking not long ago at the Royal Institution, Sir BENJAMIN BAKER, who was present at the laying of the foundation-stone, remarked: "It would not be too much to say that any practical man 'standing on the verge of one of the "cataract channels, hearing and seeing the "apparently irresistible torrents of foaming "water thundering down, would regard the "putting in of foundations to a depth of "forty feet below the bed of the cataract in "the short season available each year as an "appalling undertaking." And, as a matter of fact, no sooner had operations begun than it was found that the original engineer's report with regard to the rock at the proposed level of the foundations was inaccurate and that consequently a large increase in the cost would be necessary in order to allow for deeper foundations. Lord CROMER was immediately informed that more time and money would

be required; he answered that the dam must be completed, whatever the time and cost. It has been completed, a year before the expiration of the stipulated period. The great scheme reflects the utmost credit on all concerned. It is estimated to cost Egypt more than £5,000,000 sterling, which will come out of the Egyptian revenues, but the value of the works to that country is put at more than double the expenditure on it.

The barrage takes the form of a gigantic wall at Assuan, just below the first cataract on the Nile, arresting the flow of that river. This wall is one mile and a quarter long and contains a million tons of masonry; its width at the base is one hundred feet and its maximum height above foundation-level one hundred and thirty feet. One hundred and eighty openings pierce the wall, closed by sluices, which during flood-time will let through 1,500 tons of water every minute. The sluices are of the pattern known as the Stoney roller sluice. The reservoir held up by this wall, when full, can contain no less than 1,000,000,000 tons of water—a quantity which those who study Hongkong's scanty supply should be able to appreciate. To allow of navigation, four successive locks have been built on the west side of the Nile, each two hundred and sixty feet by thirty-two feet. In addition to the Assuan dam, and subsidiary to it, is one of over half a mile in length, at Assiut, which is three hundred and fifty miles nearer to Cairo. This minor dam, with its one hundred and eleven openings, was completed during the spring of this year, and has already much benefited Middle Egypt, to which 300,000 acres of cultivable lands have been added. The opening of the Assuan barrage finishes what may truly be termed a stupendous piece of work, the whole of which has been carried out by British brains with British capital. It is a welcome task to be able to oppose to the sensation-mongers' cries of Britain's rapid decay an example of so fine an achievement as this. When the late Sir SAMUEL BAKER many years ago championed the idea of a vast reservoir on the Nile and picked out Assuan as the most suitable spot, no one could have dreamed that the end of 1902 would see this reservoir a solid fact. But such it is now.

The English mail of the 8th ult. was delivered in London on the 6th inst.

Yesterday the U.S. gunboat *Helena* arrived from Canton and the British cruiser *Talbot* left for a cruise. The British troopship *Clive* arrived from Singapore.

The King of Norway has been graciously pleased to make Mr. F. E. Taylor, Statistical Secretary of the Imperial Maritime Customs, a Knight of the 1st Class of the Order of St. Olaf, the first recognition of the value of Mr. Taylor's work in 1900 in taking charge of the Customs Service during the siege of the Legations.

In our report of the Dook Co. meeting yesterday, Mr. D. E. Brown, the chairman, was by a printer's error made to say, at the end of his second speech, "as it is only with the best interests of the Company at heart that I am now anxious that the question should be settled to-day for all time." The last clause should have read, "that the question should not be settled to-day for all time."

Details from Shanghai show that the U.S. Minister to Tokyo expired at a garden party at the Shiba Palace. Colonel Back, who was 71 years old, was appointed from Georgia on the 13th April, 1897. He was a distinguished soldier in the Union Army in the North and South War, and was prominent in the politics of Georgia as a Republican after the war. He was a close friend of the late President McKinley, who appointed him Minister to Japan. For several years he had been troubled with heart disease, which is announced to have been the immediate cause of his death.

The P. & O. Steam Navigation Co. have sent us a most attractive and useful little diary and handbook, which is circulated free as an advertisement of the Company. Facing the little pages is an excellent colorotype print of the s.s. *Perita* of 7,551 tons and 11,000 h.p., one of the latest additions to the magnificent fleet of passenger vessels of this Company. The little book will be found extremely useful to passengers who intend travelling P. & O., for it contains, in addition to other matter, Ceylon, Straits and China mail dates, table of distances, time dial, names of great powers, and merchant navies in 1902, trade returns, foreign and British and colonial flags, a miniature atlas, diary and memorandum pages.

The *China Times* of the 1st inst. has the following account of the loss of the *Ensigne Henri*:—The steamer *Ensigne Henri*, formerly stationed at Tientsin as a French gunboat, and recently bought from the French government for 30,000 francs by Mr. Vernon for the purpose of carrying passengers to his new hotel at Weihaiwei, was wrecked on Thursday night during the great gale. She had a Chinese captain and crew on board, and seven European passengers, all of whom are saved. The vessel foundered near Weihaiwei. The *Ensigne Henri* was an old craft, and quite unable to withstand such weather as that which sent her to the bottom. She was bought by the French from the Japanese. She was serviceable enough in fair weather for the purpose to which she was allotted. Much sympathy will be felt for Mr. Vernon in his loss.

The sailing season of the British Columbia fleet resulted in a catch which is the smallest in the history of the business, being approximately only 20,000 skine.

Messrs. Dubs and Co. of Glasgow, who have secured the contract of supplying thirty locomotives to the Japanese Government, sent to Siam in 1894 the first four locomotives used on the Korat railway, to order of Murray Campbell and Co., the late contractors. These engines are still running, in good order, a Bangkok journal says.

The *Siam Observer* understands that the concession for the Tachin Railway, originally granted to the late Mr. Xavier, has now been transferred by the King of Siam to a syndicate formed for the promotion of the line. The Company will be shortly incorporated under Royal Charter, and shares will be offered to the public. The railway runs from a point on the west side of the river (nearly opposite the Hongkong and Shanghai Bank) to Tachin, a distance of about twenty miles.

Sir Benjamin Baker tells an amusing story of an interview he had some eight years ago with an old old-fashioned native lawmaster at the time when the construction of a large reservoir somewhere in the Nile Valley was seriously proposed. This descendant of the Prophet, who was very rich, and had been twice warned by the Government that he would probably be hanged if any more bodies of servants he had quarrelled with were found floating in the Nile, assured Sir Benjamin that there could be nothing in the project of a Nile reservoir, or it would have been done at least 4,000 years ago!

Mr. Balfour has sent the following letter on the situation created by the new rubber-cord balls to the editor of *Golf Illustrated*:—"Sir, Those who fear that any considerable improvement in golf balls will necessitate a corresponding modification in the length of our courses have much to say for themselves. But I should view with great apprehension the introduction into golf of so great a novelty as that of the standardisation of the implements to be used by the player. Such standardisation cannot logically be restricted to the balls, and it would be a pity, I think, to destroy the practically unlimited freedom of selection, which, among all games, belongs, so far as I know, alone to golf.—I remain, yours faithfully, Arthur James Balfour."

A telegram dated New York, 3rd November, says:—Mr. Penfield, a member of the New York Yacht Club, has recently paid a visit in London to Sir Thomas Lipton, who said:—"If the new defender is not more than five minutes faster than the *Columbia* I shall win." Mr. Penfield states that there will not be a two-handed management of the challenger for 1903. Mr. Jameson will have nothing to do with the boat. Captain Wriggs will have absolute control over her. Sir Thomas Lipton also said it was thought that there were faults in the construction of the last challenger. He quoted the aluminium slips between the plates, which were found to have softened whilst the boat was crossing the Atlantic, and were the cause of leaks, which it was found almost impossible to stop when the yacht was working to windward. No aluminium will be used in the new boat. In conclusion Sir Thomas Lipton is reported to have said:—"If I fail to win this time no Englishman will ever try again."

We take the following from the *Pingang Gazette* of the 25th ult. which will interest those who remember the "projectoscope" visit to Hongkong:—"Last evening, when Alva the Great was announced and expected to perform at the Town Hall, he did not do so, much to the disappointment and annoyance of a good number of people who turned up, and who after waiting like fidgety specimens of patience, on a monument got disgusted and went home. Alva has sent us the following letter under yesterday's date:—"Owing to the poor house last night and rain all to-day we did not expect anybody to come to the show to-night, so in order that we might save hall rent and band expenses, ticket takers, sellers and ushers, etc., we made no arrangement with the hall and band, and when we found it turned out fine thought it was too late to re-secure the band. For the benefit of those that turned up I would feel very grateful if you would insert a local to that effect."

POLICE COURT.

Tuesday, 9th December.

BEFORE MR. J. H. KEMP (ACTING
POLICE MAGISTRATE).

THEFT AND ATTEMPTED RUICIDE.

Leung Chun, a carpenter, was charged, with stealing a quantity of brass nails from a Chinese shipbuilding yard at Samsui where he had been employed for a few days and also with attempting to commit suicide. The defendant was searched as he was leaving the yard by an Indian watchman, who found the nails tied round his waist. He was given in charge and lodged with other prisoners in a cell at Yau-ni Police Station, where he attempted to commit suicide by hanging. The alarm was raised by the others in the cell and the defendant was prevented from accomplishing his purpose.

For the larceny of the nails he was sentenced to 14 days' hard labour, and to a similar term of imprisonment for attempting to commit suicide, both sentences to be concurrent.

DUNK AND DISORDERLY.

A seaman on the *Furst Bismarck* was charged with damaging property to the extent of \$15 in a Chinese house in Connaught Road, and also with behaving in a disorderly manner in the public street whilst drunk.

He pleaded guilty, and was fined \$1 on the first charge and \$5 on the second, being further ordered to pay the complainant compensation to the full amount of damage done—\$15.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 8th December, 7.45 p.m.

THE EVACUATION OF SHANGHAI—
A DOUBTFUL STEP.

Lord Cranborne stated in the House of Commons to-day that, as the German troops were to be withdrawn from Shanghai on the 28th instant or else early in January, he saw no reason why to countermand the orders issued to the British troops to leave on the 10th instant.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 8th December, 7.45 p.m.

VENEZUELA—THE PREMIER'S
ANNOUNCEMENT.

Mr. Balfour has announced that Great Britain and Germany have delivered an ultimatum to Venezuela—a statement which was received in the House with cheers. For two years, said the Premier, the British Government had grave cause for complaint on various occasions of unjustifiable interference with the liberty and property of British subjects in Venezuela. No satisfactory explanations were furnished, and hitherto the British Minister's representations had been practically unnoticed. Also British subjects had large claims against Venezuela.

REUTERS' SERVICE.

LONDON, 7th December.

THE SCENE IN THE FRENCH
CHAMBER.

During the scene in the French Chamber on Saturday, M. Contant and M. Syveton were both expelled from the house.

SEVERE WEATHER IN EUROPE.

Severe winter weather being experienced on the Continent and in Great Britain is causing much distress.

GOLD STANDARD FOR THE
PHILIPPINES.

Bills for the establishment of the currency in the Philippines on a gold basis have been introduced in both houses of Congress.

HONGKONG REGATTA.

To-day will see the commencement of the annual two-days' Regatta held under the auspices of the Victoria Recreation Club and the Hongkong Boat Club, and it is to be hoped that better weather will favour the occasion than what we have experienced during the past few days.

An interesting programme of events has been arranged. To-day there will be nine rowing races and three sailing races, a start to be made at one o'clock. No. 2 race is for the Hongkong Challenge Cup (four oars; distance, 1½ miles), in which there are four competing boats. For the German Cup and the V.E.C. Chairman's Challenge Cup there are five entries each; and four for the Lusitano Cup race. The sailing races are (1) for six or bulb-decked yachts, (2) for yachts and partially decked boats, and (3) for open boats any rig. To-morrow there will be nine rowing and two sailing races. Most interest will probably centre in the four-oar race for the International Challenge Cup, in which English, Scottish, German, and Portuguese crews will compete. For the mile Sculling Championship open to amateurs in the East there are three entries—W. C. Kohler and H. W. B. Kennett of Hongkong, and Dr. Denhard of Shanghai. The Paruse Cup and the Ladies' Prize races also promise to be well contested.

The Committees of the Victoria Recreation Club and Hongkong Boat Club request the pleasure of the Company of the Ladies of Hongkong at 1 p.m. on both days on board the sailing-ship *Daylight*, which has been kindly placed at the disposal of the Committees as a flagship by Captain Read. The ladies' prize will be presented by Miss Goodman immediately after the race to-morrow at 3.30. Lady Blake has kindly consented to present the prizes at the conclusion of the Regatta to-morrow. Through the courtesy of Mr. Dixon, the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., the *Fane* will leave Blakely Pier on each day at 12.30 p.m. and 1.15 p.m., to convey visitors on board the flagship, leaving the flagship 10 minutes after the last race on each day. By kind permission of Colonel Fremonger and the Officers, the band of the 33rd Burma Infantry will perform each day.

The Hongkong Boat Club notify that their launch will leave the Queen's Statue Wharf at 1 and 2 p.m. to-day and to-morrow, to convey members and their friends to view the Regatta.

HONGKONG LEGISLATIVE
COUNCIL.

A meeting of the Legislative Council was held yesterday in the Council Chamber. Present:—HIS EXCELLENCY THE GOVERNOR, Sir HENRY A. BLAKE, G.C.M.G., H.M. EXCELLENCY Sir W. GASCOIGNE, K.C.M.G. (Commanding the Troops), Hon. F. H. MAY (Colonial Secretary), Hon. SIR HENRY S. BERKELEY, Kt. (Attorney-General), Hon. A. M. THOMSON (Colonial Treasurer), Hon. Commander R. M. RUMSEY, R.N. (Harbour Master), Hon. W. CHATHAM (Director of Public Works), Hon. F. W. CLARK (Medical Officer of Health), Hon. Dr. Ho Kai, C.M.G., Hon. W. A. YUK, Hon. C. S. SHARP, Hon. C. W. DICKSON, Hon. G. W. F. PLAYFAIR, Hon. R. SHEWAN, Mr. C. CLEMENTI (Acting Clerk of Councils).

LAW COMMITTEE REPORT.

The ATTORNEY-GENERAL laid on the table the report of the Standing Law Committee (No. 1) and moved its adoption.

The COLONIAL SECRETARY seconded, and the motion was carried.

NOTICE OF QUESTION.

Hon. G. W. F. PLAYFAIR—Sir, I beg to give notice that at next meeting of Council I shall ask the following question:—"That H.E. the Governor shall appoint an independent committee unconnected with the Public Works Department to examine into the truth of the statement contained in the return tabled by the Director of Public Works of the supply of water to the upper levels of the Peak in November last and to the date of that return."

"STAR" FERRY CO., LD.

Hon. C. SHARP moved the second reading of the Bill entitled an Ordinance to authorise the making of bye-laws by the "Star" Ferry Company, Limited. He said:—"The objects of this Ordinance are expressly stated in the objects and reasons attached. The chief object of the Bill is to provide a summary method of punishment for persons who peacably offend on the Company by travelling by a higher class than the one to which their ticket entitles them—an offence in respect of which it is doubtful if any proceedings of a criminal nature can be instituted. The Bill is also intended to provide a means by which the Company can regulate the traffic for the public benefit as is customary with similar companies in England. These bye-laws will not come into force until they have been submitted for the approval of the Governor in Council and are published in the *Gazette*. I therefore beg to move the second reading of the Bill."

Hon. C. W. DICKSON seconded, and the motion was agreed to.

Hon. C. S. SHARP then moved that the Council go into committee and consider the Bill clause by clause, and this motion, which was also seconded by the Hon. C. W. DICKSON, was agreed to.

The Bill having been so considered, the third reading was not taken.

EMPLOYERS AND SERVANTS.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled an Ordinance to amend the law relating to employers and servants. The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

TITLES IN THE NEW TERRITORY.

The ATTORNEY-GENERAL moved that the Council go into committee on the Bill entitled the New Territories Titles Ordinance. He explained that as the Standing Law Committee had already considered the Bill clause by clause, it was unnecessary, according to Rule 40 of the Standing Orders, for the Council to consider the Bill, as the Standing Law Committee in that respect was equal to a committee of the whole Council.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The amendments of the Standing Law Committee having been read, the third reading of the Bill was not taken.

PUBLIC HEALTH AND BUILDINGS BILL.

On the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY, the Council went into committee on the Bill entitled an Ordinance to consolidate and amend the laws relating to Public Health and to Buildings, and considered the Bill clause by clause.

The ATTORNEY-GENERAL consented to the deletion of sub-section 3 of section 2, as being unnecessary.

Sub-section 12 of section 26 defined as a nuisance "any chimney (not being the chimney of a private dwelling-house) sending forth black smoke in such quantity as to be a nuisance." After the second bracket the words "or any furnace" were added.

On the suggestion of Hon. Dr. Ho Kai, the words "medical officer of health" in the 7th and 8th lines of section 32 (referring to cases of non-compliance with bye-laws) were struck out and "Board" substituted in both cases.

In this connection the ATTORNEY-GENERAL raised the point of the delegation by the Board of their powers to the medical officer of health, and it was marked for further consideration.

In clause 45, of which the side heading was "Basesments, may not be occupied without permission," the phrase "to the satisfaction of the medical officer of health" was altered to "to the satisfaction of the Board," on the suggestion of Hon. Dr. Ho Kai.

When clause 46, dealing with overcrowding, came on for consideration.

Hon. Dr. Ho Kai pointed out that a large number of the population would be displaced by the operation of the new law and proposed that prosecutions for overcrowding under this section should not be instituted for, say, three months after the proclamation of the Bill; otherwise the sanitary inspectors would consider it to be their duty to commence prosecutions at once where overcrowding existed, and that the Bill would be brought into force gradually.

H.E. the GOVERNOR remarked that when the Bill was passed it would undoubtedly be the duty of the sanitary inspectors to see that its provisions were carried out. It was stated that about 50,000 people would be unhoused. It was an important question whether this clause should come into force at once or time should be allowed for the displaced population to find accommodation. He understood there were about 400 vacant houses in Kowloon. Perhaps the Director of Public Works could tell them how many people these houses could accommodate?

THE DIRECTOR OF PUBLIC WORKS.

Twenty to thirty each house.

H.E. the GOVERNOR said that taking it at 25 that would give them accommodation for 10,000 people immediately. In that case they might begin giving immediate notice in one district that the new Bill would be brought into operation, and then the other districts

knowing that would be prepared for the execution of the Bill to them. He took it that those people who made it their business to supply accommodation would set about providing it. There was no doubt that the English Acts had to contemplate provision being made for the accommodation of the people who were being removed, but from what he knew of Hongkong his impression was that the requirements of the displaced population would be met in the ordinary course of events. There would be no want of houses if landlords saw that there was a demand for them. Indeed, if there were 400 or 500 vacant houses just now it showed that there was a little overbuilding in Hongkong at present.

The ATTORNEY-GENERAL suggested that Dr. Ho Kai's point might be met by the addition of a suspending clause at the end of the whole Ordinance fixing a time when it should come into operation.

Hon. Dr. Ho Kai said he did not want the Ordinance not to come into force at once, but simply to postpone the institution of prosecutions for overcrowding for a period.

H.E. the GOVERNOR said he was afraid that if they put off the Bill coming into operation for say two years nothing would be done at all, whereas if Dr. Ho Kai's suggestion was taken, into consideration they could start this Bill into operation at once, because the people could begin removing every third house and removing a certain number of the tenants of these houses.

The ATTORNEY-GENERAL pointed out that the Bill did not make prosecution absolutely compulsory.

H.E. the GOVERNOR suggested that the best thing to do was to pass the clause as it stood, take a note of what had been proposed, and afterwards add a clause stating that the clause would come into operation within three months, as suggested by Dr. Ho Kai, or otherwise.

This course was unanimously agreed to.

In connection with the same section some discussion took place on the question of the amount of cubic space to be provided for cooling quarters, and eventually it was agreed that a note be taken of the point with a view to further consideration at a later stage.

On the clause dealing with the limit of fittings for sleeping accommodation, the Hon. Dr. Ho Kai asked whether optimum figures were included in the restrictions.

The ATTORNEY-GENERAL replied in the negative.

Clause 54, which refers to compensation for infected animals slaughtered, was allowed to stand over for reconsideration.

This clause was also allowed in respect of clause 59, dealing with the recovery by the Sanitary Board of cost of disinfection and the payment of compensation for damage done during such disinfection.

The Hon. Dr. Ho Kai was of opinion that it would be much better for the Government to spend a little money in the payment of compensation for articles destroyed, and thus induce the Chinese to come forward and report cases of sickness, than to save a little money and not have such cases of sickness reported.

The COLONIAL SECRETARY affirmed that the proper thing to do would be to grant compensation only in such cases as had been reported to the authorities, and not to charge any costs for cleansing and disinfection.

H.E. the GOVERNOR suggested that a proviso be added to the clause that in cases of infectious diseases which had been reported by the owner or occupier no charge should be made for the disinfection of the premises.

The ATTORNEY-GENERAL and the Hon. Dr. CLARK were of opinion that the proviso should extend only to cases where the report had been made during the life of the patient.

The HARBOUR MASTER—If the cleansing is the result of a report from the householder, there should be no cost to him.

Hon. Dr. Ho Kai—Whether the patient is alive or not.

The HARBOUR MASTER—Yes.

The Hon. Dr. Ho Kai said the greatest evil now existing was the dumping of dead bodies in the street, and if the clause was to be followed of paying compensation and not charging for disinfection only where a case had been reported during the life of the patient, there would be no abatement of the evil.

There was no advantage in it for the Chinese, for if they reported a case after death—and in many instances death ensued very quickly—they would be charged for the subsequent disinfection. They stood to gain nothing by making a report, and would simply continue to dump the bodies in the street.

After the passing of other clauses the Council adjourned until Friday at twelve noon.

"SHERLOCK HOLMES."

To-night Miss Janet Waldorf's Company will present an exceptionally strong attraction in the production of *Sherlock Holmes*, a dramatization of those famous stories by Sir Conan Doyle. It is a fact worthy of mention that Hongkong audiences will have the opportunity of witnessing in this production a class of play which is at the present time the prevailing success of England, America and Australia. The dramatization follows the text as closely as possible, presenting a series of exciting incidents, from the most popular of Sir Conan Doyle's stories, in a concrete plot. The play is moulded from the shorter tales of the *Adventures* and *Memories of Sherlock Holmes*, and contains the striking features of such stories as *A Scandal in Bohemia*, *The Royal Cornet*, *The Five Orange Pips*, *A Blue Carbuncle* and *The Final Problem*, while some of the incidents are borrowed from the complete novels *A Study in Scarlet* and *The Sign of Four*. Mr. Norval McGregor will bring the author's conception of an ideal detective to life on the stage, and Miss Waldorf will be seen in the part of *Irene Adler*; they will be supported by the full strength of the Company. The piece is replete with intense situations which follow one another in rapid succession.

The management announce a first-class mounting of the play, a promise they have not failed to fulfil in previous productions. In the second act a ballet of skirt dancers will be introduced, *Sherlock Holmes* should prove a "boom" here as it has been elsewhere, and early booking at Robinson's for the opening night is advised.

Last night *Pygmalion* and *Galatea* was repeated with great success before a large audience.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Lao*, with the next French mail, left Singapore yesterday, at 4 p.m., for this port via Saigon.

The C.P.R. steamer *Parlar* arrived at Nagasaki at 10 a.m. on the 9th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 8 a.m. to-morrow.

The N.Y.K. steamer *Kanagawa Maru* (European Line) left Shanghai for this port on the 8th inst., p.m., and is expected here to-morrow, a.m.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

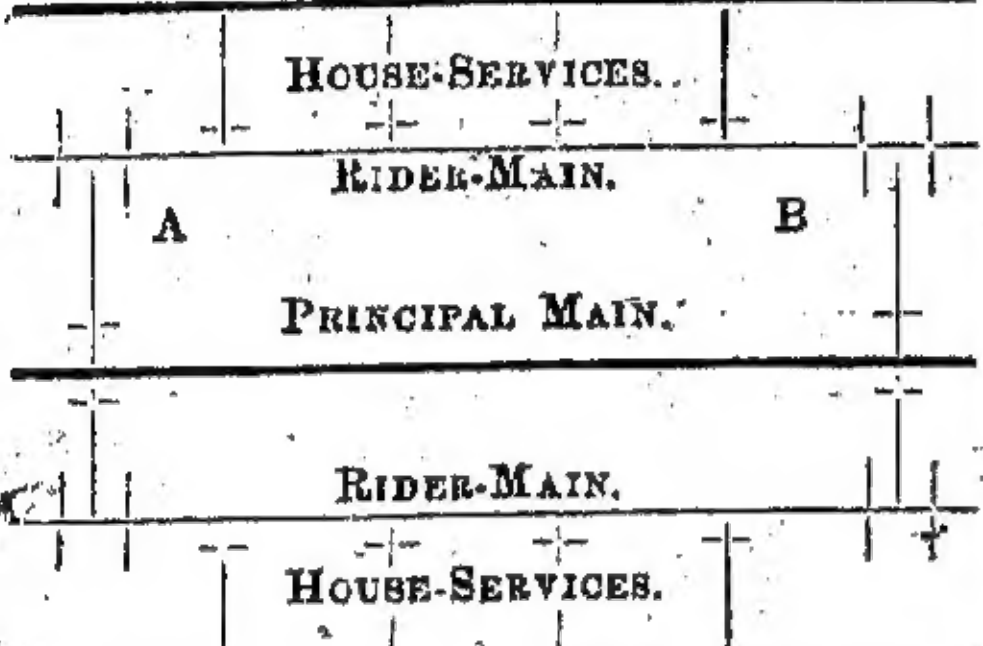
THE RIDER-MAIN SYSTEM.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th December.
SIR,—I have read with keen interest the letter which appeared in your issue of Friday morning last under the heading of "The Rider-main Danger" and signed "Aquarius." Your correspondent very rightly introduces the subject as one of vital interest to the inhabitants of this Colony, and as he appears to be very sincere in his dealing I think it is only right to place before him, and the public, the facts respecting the claims of this rider-main system as given in Mr. Chadwick's Preliminary Report on the Sanitation of Hongkong published in the Government Gazette of the 11th of April last, pages 470 and 571. With this object I should feel obliged if you will kindly allow me space in the columns of your next issue.

EXTRACT FROM REPORT AND DIAGRAM.

40. The following arrangement would greatly improve matters. At present house-services are connected directly to the street mains. I suggest that subsidiary mains, wrought iron pipes, of small diameter, should be laid parallel to the principal mains (rider-mains) on both sides of the street, thus:



The house-services should be disconnected from the principal main, and connected to the rider-mains. In this way, the town would be divided into blocks of convenient size, the water supply to which could be turned on and off, independently, and in rotation. The water could be turned on to, and shut off from, a large group of blocks in rotation. No. 1 block would receive water from 3 a.m. to 4 a.m., No. 2, 4 to 5, and so on. In short, the town would be supplied just as London was, when the intermittent system was in force. The principal mains would always be charged, under full pressure. No pollution could enter through open ball-hydrants—rather an important point, at the present moment especially.

41. I recommend this arrangement, not merely because it will improve and facilitate the management of an intermittent supply, and mitigate its evils, but also because it will be a permanent improvement. It will facilitate the shutting off of house services, because the valves on the rider-mains may be so arranged as to be practically inaccessible to unauthorised persons. Such is not the case with the house-service cocks now in use. It will greatly facilitate the application of the existing law, with regard to the prevention of waste. Arrangements may be made whereby the test meter may easily be applied, when required. The detection of waste will also be facilitated. The inspector need only apply the "stethoscope" to one of the valves commanding the whole block. If there be no sound of flowing water, he can pass on to another block. He need only examine house by house if he finds symptoms of leakage within the given block. Lastly, it will be most advantageous, if the streets are asphalted, or otherwise improved. The rider-mains may be laid along the side-walks, so that if a house-service requires renewal, the street surface need not be disturbed.

It will be plainly seen from the above that these rider-mains are to be of small dimensions and are also to be laid along the side-walks, in which case, beyond the disconnecting of present existing services from the street-main, there need be no disruption of the streets whatever.

It will be seen also that the system is a thoroughly simple but practical manner greatly facilitates the detection of waste, and provides, through the block system, an equal distribution, which if only for one hour a day will always be sufficient for the inhabitants. Such a supply could easily be maintained all the year round.

Then again, the Report states that no pollution whatever can take place through open ball-hydrants—a very important point at the present moment and in epidemic seasons. It also points out that the new system will greatly mitigate the evils attendant on the existing intermittent supply system, and will be a permanent improvement. So much for the opinion of a qualified expert.

Your correspondent "Aquarius" in his letter says:—"In all that has been said or written, no attempt, so far as I am aware, has been made to point out the dangers of the rider-main scheme which seems likely to be forced upon us."

Rider-main is a good word and seems to have been lagged in to disguise the real issue, which is, free, unobstructed water to the Chinese. It is advanced in the interests of owners of Chinese tenements whose tenants demand water without metering . . . and if this rider-main system is carried out Hongkong will soon be known throughout the East as the town of the six-months water-supply. That does not appear to be a cheerful prospect for investors. . . . How many years will it take to complete this gigantic scheme and how about the pestilence which is likely to follow this sweeping disruption of the streets, to say nothing of the block and congestion of traffic?

From the extracts given above it is quite clear that your correspondent has not taken the trouble to make himself sufficiently acquainted with the subject as dealt with in Mr. Chadwick's report before writing, as he has done in his lengthy contribution, as all his statements would appear to misrepresent the true facts of the case.

I notice also, Mr. Editor, in your leader of the 6th, that you have quoted from a Report made by Mr. Chadwick some eight years ago:—"the well known evils of this vicious system of

distribution." The expert was then reporting on the system of that day, which was admittedly the same as we have with us here to-day—the existing intermittent system—when he wrote:—
(1) The entrance of foul air, foul liquids and possibly disease germs into the public water-mains. (2) The growth of fungi and corrosion of the pipes. (3) The undue wear and tear of the distribution system. (4) The difficulty of equitable distribution of water, throughout the water-works area. (5) The waste of water. (6) The failure to provide efficient fire service. All this, I repeat, was said of the then existing system which was identical, in every respect, with what we have here to-day.

Now, the rider-main system, according to the first Report quoted from the Government Gazette of the 11th April last, is to dispose of all these evils.

As to the speculative theory in which "Aquarius" indulges, when he suggests that "Hongkong will soon be known throughout the East as the town of the six-months water-supply." To accept such an erroneous idea, I venture to give another extract from a further Report of Mr. Chadwick dated the 18th April last:—"I find that during the water-year 1901-2 an average daily supply was given from Tytam from April to October inclusive, at the rate of 2,400,000 gallons per day, under constant supply; for the remainder of the year, the average rate of supply was 1,500,000 gallons per day—so that about 1,000,000 gallons extra per day would have maintained the constant supply for the whole year." And he further says:—"During the exceptional drought of 1901-2 the stream below Tytam yielded at least 45,000,000 gallons between September and October, which would have been a valuable addition to the general water supply." It will thus be seen that had steps been taken earlier to conserve below the present Tytam dam there was sufficient water to keep up the constant supply, even during the most exceptional drought which the Colony has experienced. Steps are now under way to accomplish this.

With the introduction of the rider-main system, which is to regulate the supply for at least the one hour per day from block to block of houses in rotation, it is obvious that should another drought overtake us the present storage capacity would prove ample for our needs, and Hongkong would never be known as "the town of the six months water-supply."

That the rider-main system is not advocated solely for the interests of Chinese landowners, as suggested by "Aquarius," must also be quite apparent, when, for every house owned, a contribution averaging about \$100 for the installation of the system will have to be paid down; and the only hope of getting back any of this cash contribution rests on the chance of a possible increase of rent, which, at most, will not amount to more than 25 cents to 50 cents per flat per month. Here supply and demand comes in; so that there will be a possibility of landlords not being able to recoup themselves for a long time. The landlords are studying the economic as well as humane side of the question, and with this disinterested motive, as well as from a sanitary point of view, they think they are serving the best interests of this Colony.

Then again, according to one of the most important Laws relating to Public Health in force in London (54 and 55 Vic. Chap. 76), which reads as follows:—

43. An occupied house without a proper and sufficient supply of water shall be a nuisance liable to be dealt with summarily under this Act, and if it be a dwelling-house, shall be deemed unfit for human habitation.

It is clearly proved that any house, without water being supplied through an efficient service, must be condemned as unfit for human habitation.

The meter-system so strongly supported by "Aquarius" for Chinese tenement-houses has been most carefully considered by all who are likely to be affected by it, and it has been pronounced as absolutely impracticable, for the following reasons:—

1. As the occupants of Chinese tenement-houses are migratory, changing about from month to month, there would be great difficulty in collecting the dues for meter-rent and the extra consumption of water.

2. Should one meter only be fixed in every house, this difficulty of collecting would be very greatly increased, as a tenement house may sometimes contain from twenty to thirty tenants.

3. If a meter were to be fixed on every flat, the cost to the Government for meters only would be over a million dollars, besides the service necessary for a regular inspection and the constant repairs.

The reasons, I think, speak for themselves; they are muscular ones. And, as the owners of property are to be looked upon by the Government for all these dues, it is not likely many of them will avail themselves of this troublesome water-meter system.

On the other hand, if the Government are prepared to undertake the risk of dealing direct with the Chinese tenants, the landlords will be only too pleased to see the "Aquarius" suggestion adopted and thereby save their \$500,000 contribution to the rider-main scheme, which, I may here state, is only intended in blocks of houses situated on the lower levels. Houses at the Peak and on the upper roads cannot be brought into this scheme on account of their isolated positions.—Yours, etc.,

AHMED RUMJAHN.

3009 NEWS-PRESS
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[2945-1]

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th December.

SIR,—In my letter of the 3rd instant I said that under the rider-main system we would have a short supply for half the year, which is equivalent to saying we would have a full supply for the other half. This was misleading. It is true we had a full supply for something over five months this year, say from sometime in May until the end of October, but we cannot count on a season like the last once in ten years. Tytam overflowed early in June, and Foksham in May; but ordinarily Tytam does not fill before the end of September, and too often it does not fill at all. This, then, is how the rider-main system would most probably work out. When the reservoirs were overflowing water would be turned on full, but the moment the overflow ceased this, owing to Chinese waste, would be no longer safe and the intermittent supply would stop in. The Government would take no chance on having to import water from Kowloon as last season. The intermittent supply in the residential districts means an hour and a half per day, and in the more favoured Chinese localities, say four hours. We might therefore reasonably count on a full supply from the middle of September to the end of October, if we were lucky, and an hour and a half for the balance of the year. The reservoirs under construction may in time be counted on to relieve the situation somewhat, but it will be some years before the big one is ready, and while that would have an independent catchment area, yet it must depend for filling largely on the overflow from Tytam. In years when Tytam is only three quarters full it would be interesting to learn the Government estimate of the accumulation at Tytam Tuk.

But what must strike any impartial observer is the colossal impudence of the whole affair; the superhuman nerve of the proposition! Just think of it for a moment. The Europeans are metered to prevent excessive use, and waste of water. They recognise it as a fair thing and don't complain. If they waste, the meter shows it, and their supply is liable to be cut off. But John Chianman, who never knew a public water service of any kind in his own country, calmly says:—"I must have water and I have an abiding horror of the meter. I must be allowed to waste what I like; that is old custom. I don't care if the Europeans are wasters or not; that is not my pigdin. I want water and I don't want anybody to measure it." If that proposition is astounding, what, may we ask, is the peculiar form that "Chinese loyalty" has taken on this occasion to gain the powerful support of the Executive? What, I wonder, would the Hon. Dr. Ho Kai say if it were proposed to give the Europeans an unmetered supply, and meter it to the Chinese? What answer would the Governor make to that proposition? And yet everybody must know that if a short supply were dependent alone on European waste the mains would be full always.

The question is forced upon us, are the European taxpayers entitled to any consideration? Is this Colony run purely in the interests of the Chinese? Are we to lose our birthright for a mess of pottage, and be led around by the nose like a tin duck swimming after a magnet? That is the question.—Yours, etc.,

AQUARIUS.

CHINA TRADERS' INSURANCE CO., LD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd December.
SIR,—I am a shareholder in the above Company, and I have read with interest your report of the annual meeting held on the 25th ult. I was unable to be present at the meeting or I should have protested against the distribution of the profits of the Company in the way the directors have thought fit to divide them. The shareholders who are non-contributors of business only get a dividend of \$4—which absorbs \$96,000. The invested funds of the Company, which belong to the shareholders, bring in interest amounting to \$110,000; and it seems to me that the shareholders, who run all the risks of the business, should certainly receive the whole of that money. Instead of that the directors see fit to use some \$14,000 of such funds for the running expenses of the Company or for distribution to the contributors. The principle of giving a return to contributors is sound and one of which all shareholders must approve; but it appears to me the directors do not give sufficient thought as to what that return should be. The shareholders would be much better off if they decided to liquidate the Company and divide the assets among themselves. They could invest the proceeds to bring in a much better return than they are now getting. I recommend this scheme for the consideration of those interested, during the coming year. Thanking you for the insertion of this and enclosing my card.—Yours, etc.,

A DISSATISFIED SHAREHOLDER.

DEATH OF AN OLD HONGKONG SPORTSMAN.

We see from the *Hampshire Chronicle* that the death took place at Wharfedale, Haits, at the end of October, of Captain John King, formerly very well known in this Colony. Capt. King, a Devonian, was for over thirty years secretary of Hambledon Hunt, and the youngest surviving son of the late Mr. John King, of Fowlescombe, in that western county. "King of the West" was a noted sportsman in his day; he was Master of the South Devon Hounds for a time, and afterwards of the Hambledon, over which he presided for twelve years—1829 to 1841. Capt. King was educated at the Royal Academy at Gosport, and at the age of 19 entered the Army. He served with the 2nd Queen's (now the Royal West Surrey Regt.) in India, with the 7th Royal Fusiliers (now City of London Regt.) in Ireland, and the 56th (now 2nd Battalion of the East Lancashire Regt.) in China; he was aide-de-camp to Sir George Bonham, Bart., when that officer was Governor of Hongkong,

and also to General W. Jervoise. When Canton fell into our hands Captain King was appointed to the responsible position of Town Major, and furthered as Assistant-Adjutant-General and Assistant-Quarter-Master-General. Having served his Queen for twenty years, Captain King retired from the Army in 1880, and settled in Hampshire, and devoted himself to sport. He has always been fond of racing; he was clerk of the course at Hongkong for eight years, and when he left the station a handsome service of plate was presented to him by members of the Hongkong turf. While in China Capt. King imported several horses for friends, which he used to train and ride. He rode many races in India, at the Deesa, Ahmedabad, and Bombay meetings, but his opportunities were limited by his inability to ride a light weight; it is worth noting that he was the first European to ride the Arab Monarch, who ran for the Goodwood Cup in 1847. He had owned a few race-horses; among them *Quinborough* and *Jack-in-the-Box*; with the latter he won the first cup given by her late Majesty. This was in 1837 at Plymouth, when Capt. King's horse beat Lord George Bentinck's *The Drummer*. He always valued the cup as one of his most cherished possessions. He won the Cesarewitch of 1865 with *Salpindes*. The remains of Capt. King were interred in Exton Churchyard. The chief mourners were Miss Kathleen King (daughter), Miss Alice and Edith King (nieces), who were followed by the household. Members of the Hambledon Hunt and others assembled to pay a last mark of respect to their old friend.

LATE TELEGRAMS.

NEWS VIA RANGOON.

MR. CHAMBERLAIN'S TOUR.

London, 22nd November.

Mr. Morley, speaking at the National Liberal Club, eulogised Mr. Chamberlain's mission, which he regarded with considerable confidence. Mr. Chamberlain's fitness for the task of reconstructing the social fabric and overcoming the difficulties was greater than that of any man he knew.

Reuter is informed that the details of Mr. Chamberlain's voyage depend upon the weather and circumstances. He will probably visit Cairo while the vessel is passing the Canal and is coming. It is impossible to forecast what he will do while the boat is calling at Zanzibar.

ALGERIAN AFFAIRS.

London, 22nd November.

Orders for three French warships to proceed to Oran have caused wild rumours in Paris concerning British designs, but it is declared that the French Foreign Office does not share these apprehensions. It is convinced Britain has no aggressive intentions.

VENEZUELAN AFFAIRS.

London, 22nd November.

Venezuela has presented a strong protest against the despatch of the British ship *Fontenoy* to the Orinoco on a violation of Venezuelan sovereignty.

CRICKET—AUTHENTICS IN INDIA.

Bombay, 18th November.

The Oxford University Athletics commenced their Indian tour at Poona on Monday, playing against a representative team of the Bombay Presidency. The Presidency opened disastrously, Greig being caught for four. Their total was 204, of which Spott made 12, Cheetham 29, Lewis 72, Milne 36, and Walcott 30. The Authentics made 170 for 2 wickets, Chinnery scoring 38, Hollins 33, and Williams 34 not out.

The Authentics totalled 313 in all. Williams made 105 (Clayton 68, Headlam 28, and Tomkins 20). The Presidency have scored 284 for two wickets (Cheetham 29, Spott 19, Lewis 36, and Greig 192, the last two not out).

Bombay, 20 November.

The Presidency totalled 412, Greig making 204, and Sinclair 45. The Authentics scored 257 for 9 wickets (Chinnery being absent through illness) thus losing by 47. The finish was exciting, the last wicket falling within five minutes of closing time.

Bombay, 22nd November.

In a two days' match with a combined team of Hindus of all India the Authentics totalled to-day 386 runs, Hollins making 141. Hornby 44, Tomkinson 35, Raphael 30, and Ridley 25. The Hindus scored 97 for 6 wickets.

NEWS VIA SHANGHAI.

SOMALILAND NEWS.

London, 3rd December.

In the Italian Chamber of Deputies, Mr. Prineti, Minister of Foreign Affairs, said that he had accented to the British operations in a portion of the Italian sphere not yet under the Italian flag or protection, provided these operations were conducted so as not to endanger the colony at Benadir or the Cora Protectorates. A high Italian naval officer was accompanying the expedition.

London, 5th December.

A despatch from Reuter's correspondent at Berbera, dated the 3rd of December, announces the arrival of the British cruiser *Pomona*, which has finished the survey of the coast of the Italian protectorate with the view of selecting a port at which to land the troops. Illig was found to be unsuitable, and (Bath) rather more than five degrees north of the equator, and south-east of Bechole) was selected and becomes the base of the main operating column. The sick convoy of the Somali forces has arrived at Berbera.

RAILWAY ENTERPRISE IN RHODESIA.

London, 3rd December.

The Chartered Company has decided to expend two millions sterling on railways in Rhodesia.

THE EVACUATION OF SHANGHAI.

London, 4th December.

The correspondence with reference to the evacuation of Shanghai has been issued. Germany agreed to simultaneous evacuation, but proposed to Great Britain that China should advance to grant to any Power special advantages above or below Shanghai. Lord Lansdowne replied that he believed the principle of the open door was sufficiently safeguarded and strongly deprecated the German proposal. Count Metternich replied that the proposal was dropped and explained that it was not specially directed at England.

All the papers criticise the German methods of diplomacy, and approvingly refer to the agreement given to Great Britain by Japan.—N.C. Daily News.

THE IRISH PARTY.

London, 3rd December.

Mr. Redmond's surrender to the demands of the R.C. hierarchy have by no means healed factional differences in the Irish party. It is thought that he might have carried a strong faction with him, had he pursued consistently his course on which he set out when he gave the hierarchy offence. His critics seem to have

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Hongkong, 15th November, 1902.

[208]

TELEPHONE No. 135.



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Hongkong, 28th November, 1902. [1152]
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The "DAILY PRESS" OFFICE, Hongkong, and
at the London Office, 131, Fleet Street,
Hongkong, 26th November, 1901. [30]

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NEW ADVERTISEMENTS

THE Hongkong Boat Club Launch (Flag Green and White), will leave the Queen Statue Wharf at 1 p.m. and 2 p.m. TO-DAY (WEDNESDAY), and TO-MORROW (THURSDAY), for the purpose of taking members and their friends to view the Regatta. Hongkong, 10th December, 1902. [3314]

WANTED

A SECRETARY for the above, for which post Applications should be sent in to the undersigned on or before SATURDAY, the 20th December, 1902.

B. A. CLARKE, Chairman.

Shanghai, 4th December, 1902. [3317]

NOTICE

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

DURING my Temporary Absence from the Colony, Mr. E. W. MATTIAND will act as SECRETARY of the Company. By Order of the Board, W. H. RAY, Secretary.

Hongkong, 10th December, 1902. [3316]

TO LET

FROM 1st FEBRUARY or sooner, FURNISHED RESIDENCE, 6 ROOMS, on Robinson Road, Victoria. Apply—

F. R.,

Care of Daily Press Office, Hongkong, 10th December, 1902. [3313]

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY, known as No. 6, Upper Mosque Terrace, Victoria, Hongkong.

To be sold by Order of the Mortgagees in ONE LOT.

WEDNESDAY

the 17th DECEMBER, 1902, at 3 p.m., at his Auction Rooms, Duddell Street, by Mr. GEO. P. LAMBERT, Auctioneer.

THE Property consists of the pieces of Ground registered in the Land Office as Subsection 1 of Section A of Inland Lot No. 585 and Subsection 1 of Section B of Inland Lot No. 604 respectively, with the Buildings thereon known as No. 6, Upper Mosque Terrace. The Property is held from the Crown for the residue of the terms of 99 years and 99 years granted by two Crown Leases both dated the 14th day of December, 1859.

For Further Particulars and Conditions of Sale, apply to—

EWENS & HARSTON, Solicitors;

or to

Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 10th December, 1902. [3318]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG."

Captain Jaburg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 9th December, 1902. [3312]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA

THE Steamship

"EMPIRE."

Captain McArthur, will be despatched as above on FRIDAY, the 12th inst. at DAYLIGHT. This NEW Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th December, 1902. [2]

NEW ADVERTISEMENT

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"NURNBERG," Captain Jaburg, will be despatched for the above ports TO-DAY, the 10th inst., at Noon.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 9th December, 1902. [3311]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above port TO-MORROW, the 11th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 10th December, 1902. [3315]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above TO-MORROW, the 11th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th December, 1902. [3319]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 10th DECEMBER, 1902, at 2.30 p.m., at his SALES ROOMS, Queen's Road, A LARGE ASSORTMENT OF JAPANESE FINE ART CURIOS, comprising—

RARE SATSUMA, IMARI and KANGA WARE; FINE CLOISONNE and SILVER CLOISONNE, FANCY BRONZES, IVORY INLAID PANELS and FIRE SCREENS, FINE ART PHOTO FRAMES, ALBUMS, CURIO CABINETS, FINE SILK EMBROIDERED FOLDING SCREENS, &c., &c., &c.

Catal. given will be issued.

TERMS OF SALE—Cash as usual.

V. I. REMEDIOS, Auctioneer.

Hongkong, 8th December, 1902. [3323]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on FRIDAY, the 12th DECEMBER, 1902, at 11 a.m., at his SALES ROOMS, Duddell Street, THE BRITISH IRON BARQUE, GROSVENOR, &c., &c., &c.

(Registered 146 tons). As she now lies in Hongkong Harbour with all her MASTS, SAILS, RIGGING, CABLES, GEAR, APPURTENANCES, STORES, &c., &c., &c.

IN ONE LOT. Length 165 feet; Beam 28 feet; Depth of Hold 17 feet 3 inches; Carrying Capacity 700 tons deadweight.

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The Vessel to be at purchaser's risk on fall of hammer, when one-third purchase money is to be paid.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 8th December, 1902. [3322]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 13th DECEMBER, at 2.30 p.m., at their SALES ROOMS, 2, Des Vaux Road, AN ASSORTMENT OF VALUABLE JEWELLERY, comprising—

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A Quantity of DIAMOND BROOCHES at \$25.00 to \$300.00 each. Catalogues will be issued.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th December, 1902. [3322]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows—

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Hongkong, 9th December, 1902. [3302]

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Hongkong, 21st October, 1902. [3246]

ENTERTAINMENT

THEATRE ROYAL.

Lessee and Manager, Mr. W. BEULE, Representative, Mr. ARTHUR SEYMOUR.

JANET WALDORF COMPANY

THIS (WEDNESDAY) EVENING. First production here of a dramatisation of the famous stories by Sir Conan Doyle entitled "SHERLOCK HOLMES"

The author's wonderful conception of an ideal detective brought to life on the stage and his most thrilling experience enacted with realistic effects.

MISS JANET WALDORF

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SYNOPSIS OF THIS SENSATIONAL PLAY: Act I, Scene I, Holmes' Chambers, Baker Street, London. The case of a Royal scandal.

Scene II, In Baker Street. Sherlock Holmes in action. Scene III, Room in the house of Count Von Slamm. A drama of fire. Act II, Scene I, Professor Moriarty's cellar. The campaign of the Napoleon crime. Holmes in the lion's den. The great cigar scene. Scene II, Street in London. The case of the Red-Headed League. Scene III, Exterior of the City and Suburban Bank. The theft of the Beryl coronet. Holmes' fantastic methods. Act III, Scene I, Holmes' Chambers. The unemotional detective. An unexpected visitor. The mystery of a hansom cab. Scene II, At Victoria Station. The science of deduction. Moriarty engages a special train to deductive. The fall of Moriarty. The great fight on the cliff. Act IV, The final problem. In Act II, a Ballet of Street Dancers will be introduced.

"SHERLOCK HOLMES" Can be staged only for a brief season. Box Plan on view at ROBINSON'S. Tariff \$3, 2 and 1.

Doors open at 8.30. Performance at 9. SPECIAL TEAM & PERRY SERVICES. Hongkong, 20th December, 1902. [3291]

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NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady. B. R., Care of Office of this Paper.

Hongkong, 23rd February, 1901. [3084]

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JALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong 3rd October, 1900. [64]

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THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANOI EXPOSITION.

Hongkong, 17th October, 1902. [2776]

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NIPON YOKU KAISHA, 1st Floor No. 1, Prince's Buildings, Chater Rd. Hongkong, 5th December, 1902. [3261]

TO LET.

NOS. 3, 9, 13, 15, and 19, BELLIOS TERRACE. No. 1, HOLLYWOOD ROAD, Spacious Corner House.

A Large FURNISHED BUNGALOW at the PEAK. For Particulars, apply to—TURNER & CO. Hongkong, 5th December, 1902. [3260]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST. TWO ROOMS above New VICTORIA HOTEL.

Apply to—H. N. MODY, Victoria Buildings. Hongkong, 2nd December, 1902. [3223]

TO LET

TO LET.

GODOWNS No. 536, Des Vaux Road, on Marine Lot No. 181, on a monthly tenancy or till 31st March, 1903. Possession from 1st December next.

KELLETT SEUR, MOUNT KELLETT, on a monthly tenancy. URBINE VILLA, POKFULUM ROAD, 29, MOSQUE STREET, GROUND FLOOR.

Apply to—LINSTAD & DAVIS. Hongkong, 7th November, 1902. [2972]

TO LET.

BAHAR LODGE, the Peak. For terms and particulars, apply to—HUMPHREYS ESTATE AND FINANCE CO., LD. Hongkong, 7th October, 1902. [2678]

TO LET.

ACCOMMODIOUS Six-roomed HOUSE in Conduit Road with Garden and Splendid View of the Harbour. Apply to—C. F. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 14th November, 1902. [3029]

TO LET.

NO. 33, LEIGHTON HILL ROAD. Double-frontage House. Apply to—AHMET RUMJAHN, 62, Queen's Road. Hongkong, 27th September, 1902. [2576]

TO LET.

MEIRION No. 2, the Peak, 6 Rooms, House near the Flagstaff; from 15th October, 1902. Apply to—E. JONES HUGHES. Hongkong, 7th October, 1902. [2679]

TO LET.

GODOWNS, paved with granite, at Wanchai. Suitable for storage of Coal or any other dry Merchandise. With Pier. Apply to—HASON LEE, 255, Queen's Road. Hongkong, 9th December, 1902. [3295]

TO LET.

"THE RETREAT," MOUNT KELLETT. HOUSES at CAUSEWAY BAY, facing the Polo Ground. No. 1, RIFON TERRACE. GODOWNS at BOWRINGTON (PRAYA EAST).

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1902. [71]

TO LET.

NO. 4, KNOTSFORD TERRACE, Kowloon. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 22nd November, 1902. [3119]

TO LET.

TWO UNFURNISHED ROOMS and BATHROOM en suite to let, 10 minutes up from Queen's Road. Board and Service can be arranged. Bachelor preferred.

Address—QUARTERS, Care of Daily Press Office. Hongkong, 27th November, 1902. [3169]

TO LET.

HOUSE No. 8, MOSQUE JUNCTION (near Robinson Road), containing Four Rooms, Servants' Quarters, Kitchen and Bath-room. Apply to—J. D. BARROS, No. 46, Elgin Street. Hongkong, 26th November, 1902. [3148]

TO LET.

"WESTLEY," UPPER RICHMOND ROAD. Apply to—LAU CHU PAK, Care of A. S. WATSON & Co., LD. Hongkong, 16th October, 1902. [2764]

TO LET.

NO. 3, "MAGDALENE TERRACE," MAGAZINE GAP. Apply to—SPANISH PROCURATION. Hongkong, 1st April, 1902. [877]

TO LET.

SEVERAL WELL-FURNISHED LARGES ROOMS. May be used as Offices. Apply to—THE COSMOPOLITAN HOUSE, No. 34, Queen's Road. Hongkong, 13th November, 1902. [3017]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL. Apply to—G. GIBBULT. Hongkong, 3rd January, 1902. [123]

TO LET.

SPACIOUS NEW HOUSES and FLATS. Commuting Road, Des Vaux Road and Pottinger Street. Close to Blako Pier. Specially suitable for Offices, Stores, &c. Rents very moderate.

Apply to—S. A. SETH, Dairy Farm Co., or KWONG SUN TAI, 34, Wing Lok Street. Hongkong, 27th November, 1902. [3166]

TO LET.

EXCELLENT View of Harbour. Ten Minutes' walk from the Clock Tower. Apply to—"HADDINGTON HOUSE," Kennedy Road (Opposite Union Church). Hongkong, 14th August, 1902. [2189]

TO LET.

MRS. GILLANDERS, "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th September, 1902. [2516]

TO LET.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill. Hongkong, 1st January, 1892. [222]

BANKS

THE HONGKONG SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 15,000,000
CAPITAL UNCALLED " 9,000,000
RESERVE FUND " 8,000,000

HEAD OFFICE—YOKOHAMA.

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LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed deposits for 12 months 5 1/2 per annum
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BUSINESS DIRECTORY.

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The only office in China having European
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A. CHEE & CO. Established 1859.
Every Household Requisite. Depot for
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Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
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Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey
hound Brand") and Blundell's
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

HONGKONG REGATTA, 1902.
10TH AND 11TH DECEMBER.

THE Committees of the Victoria Recreation
Club and Hong Kong Boat Club request
the pleasure of the Company of the Ladies of
Hongkong TO-DAY (WEDNESDAY) and
TO-MORROW (THURSDAY), the 10th and
11th DECEMBER, at 1 P.M., on board the
sailing ship "Daylight," which has been kindly
placed at the disposal of the Committees as a
flagship by Captain Reade.

The Ladies' Prize will be presented by Miss
Goodman immediately after the race on
Thursday, the 11th inst., at 3.30 P.M.
Through the courtesy of Mr. Dixon, the Chief
Manager of the Hongkong and Whampoa Dock
Company, Limited, the "Fame" will leave
Blake Pier on each day at 12.30 P.M., and
1.15 P.M., to convey visitors on board the ship-
ping, leaving the flagship 10 minutes after the
last race on each day.

Admission to the flagships (Gentlemen) 3/-
each day. Tickets for admission may be obtained
from the Steward, V.R.C., or Hon. Secretary,
Hongkong Boat Club.

By kind permission of Colonel Fremont and
the Officers, the Band of the 33rd Burma
Infantry will perform each day.

FRANK W. WHITE,
Hon. Sec. V.R.C.,
C. H. GALE,
Hon. Sec. H.K.B.C.

Hongkong, 4th December, 1902. [3253]

REGATTA HOLIDAYS.

THE Undermentioned Banks will be
CLOSED for the transaction of Public
Business at 1 P.M. TO-DAY (WEDNES-
DAY) and TO-MORROW (THURSDAY),
the 10th and 11th instants respectively.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

T. P. COOKE, Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING
CORPORATION.

J. E. M. SMITH, Chief Manager.

For the NATIONAL BANK OF CHINA,
LIMITED.

GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCHANTS BANK OF INDIA,
LIMITED.

EVAN ORMISTON, Acting Manager, Hongkong.

For the BANK OF INDIA-CHINA,
HONGKONG BRANCH.

G. MAYHE, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA.

E. W. RUTTER, Manager.

For the DEUTSCH-ASIATISCHE BANK.

H. FLOO, Manager.

For the RUSSO-CHINESE BANK.

J. W. R. TAYLOR, Representative in Hongkong.

For the GUARANTY TRUST COMPANY OF
NEW YORK.

E. F. GROS, Manager.

Hongkong, 6th December, 1902. [3234]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-Resisting.

THE BEST NITRO-POWER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—
Loaded with Powder 1/6
Powder only, and 1 oz. of Shot 1/6

Primrose Cases ... 6/25
Pergamoid Cases ... 8/60
Ejector Brass Cases ... 7/50

Apply to—**WM. SCHMIDT & CO.,**
Gunmakers, Hongkong.

Hongkong, 3rd July, 1902. [1839]

HOTELS

THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
from the City of Victoria.

A First-class Hotel with thirty-five very
Bedrooms.

By the day, From \$5 to \$7.00
month, From \$35 to \$116.00
for Married Couple, \$160.00

Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.

H. RUTTONJEE,
Proprietor.

Hongkong, 25th November, 1901. [3159]

HING KEE HOTEL.

(Established 1873)

MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bedrooms.
Cuisine Excellent. Prompt Attendants.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" 184

HOTEL INTERNACIONAL.

THE CHEAPEST HOTEL in Macao
Beautifully situated in Praya Grande
next to Government House.

Telegraphic Address: "Internacional."

Apply to—**THE MANAGER.**

Hongkong, 4th October, 1902. [2551]

BAZAAR in aid of the POOR CHINESE
ORPHANS of the ASILE DE LA
SAINTS ENFANCE. Under the distin-
guished Patronage of H. E. Sir HENRY
BLAKE, G.O.M.G., and Lady BLAKE.

The French Sisters have the honour to
announce that their ANNUAL BAZAAR will
be held at the CITY HALL, on FRIDAY,
the 12th inst., at 2 o'clock in the afternoon.

They request the presence of the Public in
order to inspect the different Needle and Fancy
Work made by their Poor Orphans.

Hongkong, 8th December, 1902. [3385]

CHRISTMAS 1902.

THE undersigned is now prepared to supply

CHRISTMAS CAKES

of the best quality, weighing from 1 lb. to 15
lbs., and also MINCE PIES, ASSORTED
CAKES, &c., &c.

D. NOWROJEE & SON,

Hongkong Bakery,
51, Des Voeux Road.

Hongkong, 5th December, 1902. [3330]

WANTED IMMEDIATELY.

A FURNISHED HOUSE till about the
end of April next.

Apply to—**E. F. G.,**

Care of Daily Press Office.

Hongkong, 26th November, 1902. [3177]

WANTED.

TWO UNFURNISHED ROOMS in a
healthy, nicely situated house, Kowloon
preferred.

Apply by letter to—**Box 165,**

Care of Daily Press Office.

Hongkong, 8th December, 1902. [3227]

WANTED.

A FOUR-TO SIX-ROOMED HOUSE for
residence at Kowloon, at once or later.

Apply to—**INSPECTION NORDD. LLOYD,**

3, Queen's Buildings.

Hongkong, 8th December, 1902. [3288]

WANTED.

A EUROPEAN ASSISTANT experienced in
Shipping and General Office Work.

State Salary.

Apply by letter to—**No. 101,**

Care of Daily Press Office.

Hongkong, 2nd December, 1902. [3215]

WANTED.

A JUNIOR PORTUGUESE CLERK for
General Office Work. Must possess
intelligence and good handwriting.

Apply by letter to—**C. B. A.,**

Care of Daily Press Office.

Hongkong, 2nd December, 1902. [3216]

WANTED—KOWLOON.

RENT of LAWN-TENNIS GROUND.

Apply to—**P. Z.,**

Care of Daily Press Office.

Hongkong, 9th December, 1902. [3298]

WANTED.

GUN CASE wanted, Second-hand, for
12-Bore Gun. Must be cheap and in
good condition.

Price and Particulars by letter to—**BOX 64,**

Care of Daily Press Office.

Hongkong, 9th December, 1902. [3299]

THE TANJONG PAGAR DOCK COMPANY, LIMITED,
SINGAPORE.

TO CONTRACTORS.

THE TANJONG PAGAR DOCK COMPANY,
LIMITED, Singapore, is prepared to
receive TENDERS for the Construction or
Completion of a NEW GRAVING DOCK at
Kopel Harbour in Singapore, of the following
dimensions, viz.:—

Length—400 feet.
Width at entrance, 60 feet.
Depth at entrance, 20 feet.

as shown in the Drawings and described in the
Specification.

Specification and Plans of the proposed
Dock may be seen at the Offices of the Com-
pany in Singapore.

The Company does not bind itself to accept
the lowest or any Tender.

Tenders shall be for a cost payable in
Singapore, in Singapore currency.

Scaled Tenders addressed to the under-
signed, will be received up to the 25th day of
February, 1903.

By Order of the Directors, **W. G. NIVEN,**
Secretary.

The Tanjong Pagar Dock
Company, Limited.
Singapore, 21st November, 1902. [3278]

[ALL RIGHTS RESERVED.]
SEEN ON THE GRAND
TRUNK ROAD.

B. M. CROKKEE

(Author of "Village Tales and Jungle
Tragedies.")

Oh, Grand Trunk Road, that lies like a white
cross on the length and breadth of India, were
you a living thing, what stories you could relate,
what strange scenes have been enacted beneath
your dusty ruses, and within view of your grim
old milestones. They have seen wedding parties,
all gay colours and glittering times, with
ponies and flowers, and Tom Toms, conducting
the bearded bridegroom, magnificent temple
processions, escorting the jewelled idols; ac-
claiming crowds, accompanying the dragged
and half-frenzied girl to the wood pile, there to
perform the immortal act of *suttee*.

Refugees from the massacres of Delhi and
Cawnpore have fled for their lives along the
Grand Trunk Road, and, by the same route,
have marched at the rate of thirty miles a day
European battalions to relieve their country-
men. At a certain halting place on the route
from Madras are buried forty men of one gallant
regiment, who succumbed to the heat and haste.

The Grand Trunk Road is wide, and like a
planned, in the middle is the hard metal track
of the Sahib's ride, and drive, and arminis
tramp; at either side runs a dusty rutty strip,
frequented by country carts, ponies, and bare-
footed pedestrians. The thoroughfare is lined
with immense and ancient trees, of Mango, or
Sheemu, or Banyan—according to the locality
—and these afford a shade and shelter which
is grateful alike to man and beast.

A TRULY REMARKABLE HIGHWAY.

Let us, as it were, travel from the north by
this truly remarkable highway—the most fre-
quently travelled road in Asia. Leaving the
Himalayas behind, we journey from Peshawar to
Attock, with its grand old fortress, once com-
manding the bridge of boats, now superseded
by that marvellous triumph of engineering, the
railway bridge, supported by piles sunk in the
rock of the river bed. Here the Indus flows to-
ward the sea, and at times of the snow
melting, rises as much as forty feet in a night!

Further on, at Hassem Abdul, in a lovely gar-
den, lie the mortal remains of the celebrated
Lalla Rookh, and on a pass through the hills
stands a tall pillar with an inscription carved
in the rock to the memory of that idol of the
Seyyids, the hero of the Panjab—"Jani Ki
Saug"—known to us as "John Nicholson"—
to whom, even in his lifetime, his Pathans
erected a shrine, and would have worshipped
there, but that, it is said, their lord interfered
with superstitions and blots.

Next comes Rawal Pindi, the Aldershot of
India, and starting point for Murree and Kash-
mir. Then the road passes through countries
famous in the Sikh wars, by the cities of Jhelum
and Gujranwala, and the hills of Kasimur, which
have hitherto been in sight, fade away in the
distance, the ancient capital of the Sikh empire,
is approached.

As the road winds south, with every few
hundred miles there is a change in the climate,
vegetation, language, and type of people—even
the vehicles and beasts of burden are different.
North are strings of camels, pacing noiselessly
along—aloof and supercilious—and the redoubtable
Ekka pony, with his inevitable necklace
of blue beads, a sure warrant to avert the evil
eye. For endurance these hardy, unkempt ani-
mals are unsurpassed. Two ladies, who during
a cholera panic were anxious to flee out of
Kashmir and towards being in great demand,
were compelled to charter the lowly Ekka. Their
pony did fifty miles without more than one
brief halt, and they arrived at a resting stage,
expecting to find a fresh dak; none was forth-
coming, and their driver volunteered, for a
good sum, to hurry on into Murree with the
same animal; this he did well with some native
drug which had a most stimulating effect, and
the distance this Ekka pony accomplished, over
the most abominable roads, was no less than
ninety miles! Ekka ponies do not seem to
be much of a thing in the Central Provinces,
and here we are in the land of tongas and
trotting bullocks, profanely called "cow
carts"—nevertheless an extremely useful means
of locomotion. The little country cattle cover
the roads at a brisk pace, but object to being
driven on a strange track. They like to jour-
ney the same road daily, and preferably to the
same house. A certain Mem Sahib in Kamptee
had a capital pair of trotting bullocks, and
within a fixed radius they were unequalled for
speed and docility. But on her departure she
was obliged to sell them at a distressing sacrifice,
as it was well known that nothing short
of death would induce them to leave the station
of the post office and the church being their limit.

To attempt to relate some of the events that
have happened on the Grand Trunk Road, dur-
ing the last two hundred years, would be to
write the history of India. Battles, processions,
invasions, pilgrimages, festivals and famines
have each passed along in turn. There is some-
thing in the very name of the Grand Trunk
Road that to an Anglo-Indian recalls a picture
of an ancient, typical highway, along which all
traffic, east, west, and north and south was once
compelled to pass; now, thrown into the back-
ground by the numerous railway lines, and in
some places, falling into disuse and decay. It
was on the Grand Trunk Road in the Central
Provinces, that a certain notorious man-eating
tiger "held up" all would-be travellers
for more than two years, until the track
was absolutely deserted. His victims were
many, his daring boundless, and his cunning
seemed superhuman. All efforts to
trap this terror of the road having failed, at
last a bold and inventive sportsman dressed up
as a man-eater, which he depicted along the
road, tied on a mule cart (this tiger, being a
confirmed man-eater, scorned horned cattle),
and when the cart jogged by his lair, he sprang
out on his supposed prey, and the shikari, who
had followed on another vehicle, grasped the
long hoped for chance, and shot him dead, thus
securing a reward of five hundred rupees, and
the gratitude of many wayfarers.

A GHOSTLY DISCOVERY.
Close by the Grand Trunk Road, and not a
hundred miles from the city of Delhi, is an im-
posing house, of European architecture, which
was built by a General officer who had married
a native lady connected with the royal family
of Oude—and of great wealth. Since then it
has had many vicissitudes, and some strange
tenants, and much of its ancient glory has de-
parted. The house became dilapidated, and
had a bad name—in other words, the reputation
of being haunted. The once renowned gardens
were overgrown and neglected. Nevertheless,
not long ago, an engineer, whose work lay in
the immediate neighbourhood, rented the
bungalow for a mere song, and established his
family there, which he did as an English
child, with an unlimited supply of coolies, he set
to work to restore his spacious but tumble-down
residence. The roof was repaired, the rooms
were whitewashed, the garden was put in order,
and he began to sink a well. One evening his
overseer came to him, in a state of suppressed
excitement, and told him that, in digging, the
coolies had come upon an old house under-
ground. He hurried to the spot and discovered

the walls of a subterranean apartment formed of
black and white marble, and then immediately
remembered that the bungalow was supposed to
be founded on the site of a palace, once in-
habited by people of the highest rank. This
underground house was no doubt the place
where treasure was stored or buried. Every
great family possessed a "secret *tesha khana*"
or treasure store, what luck it would be if he
were to find a hoard of gold and silver and jewels!

The following morning he set fifty coolies to
work to excavate, hoping to make some splendid
discovery. The earth was cleared away in all
directions in order to reach the bottom of the
apartment. This proved to be a lengthy opera-
tion—and after six or seven hours' hard labour,
the engineer and his wife (who was naturally
interested) were invited to inspect the new
room. It was about thirty feet square and
paved with marble, there were lamps in the
niches of the walls, but there was nothing to
be found in the shape of treasure; all that the
coolies had come upon was a mason's trowel
and a woman's bangle. At one end of the room
the wall was merely brick and plaster, and the
engineer took up a coolie's pick, and began to
dig out a portion, when to his horror he found
himself confronted with a frightful human
figure, which had evidently been broken up
alive! The skin was still upon the bones, and
resembled parchment, the features were delicate
and were those of a girl of about seventeen years
of age; long black hair was still attached to the
scalp, and adorned with massive gold bangles;
the form was covered by a dress of costly white
and silver embroidery, there were jewelled ban-
gles round the wrist and ankles, jewels in the
ears and on the bony fingers.

It was a ghastly sight; the engineer stood ap-
palled, and his wife shrieked aloud, but the head
workman remained comparatively unmoved.

"I have seen such things before," he re-
marked. "The cause was jealousy. Mahomedans
used to punish their wives thus."

They all stood staring at the weird sight, and
the sun so long hidden, shone down fiercely on
the remains, covered with amulets and pre-
cious stones. As the onlookers gazed, the air
began to thicken, and presently the figure
fell, forming a heap of skin and bones, and hair
and jewels. The latter were gathered up and
transmitted to the Government authorities.

The bones received decent burial in the garden,
the secret room was filled in, and the new
well sunk elsewhere.

The pearls and emeralds on the unhappy vic-
tim were probably worth a large sum, but the
engineer and his wife could not endure to profit
by this dreadful treasure trove, or make money
by the trinkets of the wretched girl who had
not with such a terrible death two hundred
years previously. The stones and pearls were
disposed of to a well-known Delhi jeweller,
who broke them up, refashioned them into
modern shapes, and for all a wearer may know
to the contrary that emerald clasp, or this
ruby ring, may have been worn by a skeleton
for two centuries.

In the North-west Provinces, a high way-side
crow standing amongst the sugar cane crop,
marks the spot where a crowd of men, women,
and children, once, from a sacred canon, un-
expectedly encountered a regiment which had
marched with such a terrible death two hundred
years previously. The stones and pearls were
disposed of to a well-known Delhi jeweller,
who broke them up, refashioned them into
modern shapes, and for all a wearer may know
to the contrary that emerald clasp, or this
ruby ring, may have been worn by a skeleton
for two centuries.

AN OPENING TO THE WILD BEASTS.
There are some of the tragedies which the
grey old road has witnessed, but there are other
events of a different nature. An officer and his
wife were once travelling between Seoni and
Jubbulpore, driving their own horses, by easy
stages, and putting up for the night at rest-
house bungalows. One evening, just at sunset,
they happened to be passing along a road bor-
dered by a dense jungle. They had brought their
carriage to a standstill in order to admire a river
scene and truly gorgeous sunset. The nearest
blaze had almost faded behind the horizon,
and the heavy Indian twilight was already
beginning to spread her grey mantle over the
world. The couple were about to move on, when
they heard a pitiful wailing cry—it came from
somewhere in the undergrowth, and at no great
distance.

"What can that be?" the lady exclaimed.
"Did you hear it?"
"Yes, only an early jackal—surely you know
a Jack by this time?" responded her husband,
and he was about to whip up the horses.

"Stop! there it is again," she said. "Listen!
it is not like a child crying?"
"Nonsense," he exclaimed, "there is not a
village within miles."

"Robert, I must see what it is," she urged.
"If I drive away, without making a search, that
cry will haunt me all my life!"
"What rubbish!" he protested, don't be
absurd. We have a good seven miles before we
reach Dassi Dak Bungalow."

"Let me out," persisted the lady; "I won't
be long."

"Oh, well, if it comes to that, I will go my-
self," grumbled Robert in a sulky voice. "Here,
you take the reins."

"No, I am coming with you; the axes will
use to the horses. I may be wrong, still I will
give this cry the benefit of the doubt." And
as she spoke she alighted.

It took the kind-hearted woman and her hus-
band some time to scramble over various obsta-
cles, and to penetrate into the wood, which was
here intersected by a picturesque river. Again
they heard the cry, and guided by it, discovered
by the water's edge, a pretty little girl of about
eight months old—a most as fair as an English
child. She was wrapped in the finest of muslin
and wore gold bangles on her wrists and ankles,
but though undoubtedly an infant of high caste
and wealthy parentage, she had been left at the
river side, an offering to the wild beasts

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	On 13th December.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 31st December.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 8th January.	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 14th January.	
GLASGOW and LIVERPOOL	"DIOMED"	On 24th January.	

FOR	STEAMERS	TO	DUE
AMSTERDAM and LONDON	"TANTALUS"	On 9th December.	
LIVERPOOL DIRECT	"ALGIBUS"	On 15th December.	
AMSTERDAM and LONDON	"ULYSSES"	On 23rd December.	
LONDON	"PELEUS"	On 6th January.	
LONDON	"ANTENOR"	On 20th January.	
LIVERPOOL	"TYDEUS"	On 20th January.	

The S.S. "TANTALUS" left Shanghai on the 6th inst., a.m., for this port via Amoy, and is expected here on the 9th inst., p.m.
The S.S. "TYDEUS" left Singapore on the 8th inst., and is expected here on the 13th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"OUPACK"	On 12th December.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 25th December.	
GLASGOW and LIVERPOOL	"PARLING"	On 22nd January.	
GLASGOW and LIVERPOOL	"CHINGWU"	On 3rd February.	

FOR	STEAMERS	TO	DUE
MARSHALLS, HAVRE, LON-	"TEENKAI"	On 20th December.	
DON and ANTWERP	"HYSON"	On 22nd December.	
NAPLES, LEHORN and			
LONDON			

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DUE
VANCOUVER and all PACIFIC COAST	"NINGCHOW"	On 27th December.	
POINTS, via NAGASAKI, KOBE			
and YOKOHAMA			

The S.S. "OUPACK" left Singapore on the 6th inst., and is expected here on the 12th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DUE
SHANGHAI	"WHAMPOA"	On 11th December.	
AMOI, SAMARANG and SOERABAYA	"KWEIYANG"	On 15th December.	
CEBU and ILOILO	"KAIFONG"	On 18th December.	
PORT DARWIN, THURSDAY			
ISLAND, COOKTOWN, CAIRNS,			
TOWNSVILLE, BRISBANE,			
SYDNEY and MELBOURNE	"CHINGTU"	On 20th December.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
See Special Advertisement.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th December, 1902. [12]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG to the coast, KOREA, PORTLAND, OREGON, and YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	FOR	TO SAIL ON
"INDRASAMHA"	5,197	R. P. Craven	December 20, 1902	
"INDRAPALLI"	4,899	W. C. Craven	January 14, 1903	
"INDRAPURA"	4,899	A. E. Hollingsworth	February 14, 1903	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 9th December, 1902. [14]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct.	10th Dec. at Noon.
RUBI	2540	R. W. Almond	do.	17th Dec. at Noon.
DIAMANTE	1980	A. H. Nolley		
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th December, 1902. [2981]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW	"DAIJI MARU"	SUNDAY, 14th
AND AMOI	"T. W. Groves"	December.
TAMU, VIA SWATOW	"DAIJI MARU"	SUNDAY, 21st
AND AMOI	"T. Ogata"	December.
ANPING, VIA SWATOW	"MAIZURU MARU"	WEDNESDAY, 10th
AND AMOI	"T. Saito"	December.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 17th
AND AMOI	"I. Goro"	December.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tsimshui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.
Hongkong, 9th December, 1902. [15]

DAVID COESAR & SON
MERCHANT NAVY
NAVY BOILER
LONG FLAX
RELIANCE CROWN
TARPULING
ARNHOLD, KARBURG & CO.
Sole Agents.

A. LING & CO.,
68, QUEEN'S ROAD CENTRAL.
FURNITURE STORE,
FASHIONABLE CENTRE CARPETS,
ELECTRO-PLATE, LIQUOR FRAMES,
and FOOCHOW LACQUERED WARE.
Hongkong, 31st October, 1902. [265]

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN
HONGKONG AND MANILA IN
48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons, Captain N. Tate, will be despatched

for MANILA, on SATURDAY, the 13th

inst., at Noon.

To be followed by the "ROHILLA MARU,"

on or about the 19th inst.

Magnificent Accommodation. Comfortable

Cabins. Excellent Table. Unrivalled Speed.

Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Princes' Buildings, Lee House Street,

Hongkong, 9th December, 1902. [16]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY, MADRAS,

CALCUTTA, DIBOUTI, EGYPT,

MAISELLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at

1 P.M., the Company's Steamship

"INDUS," Captain Duchateau, with Mails,

Passengers, Specie and Cargo, will leave this

Port for MARSEILLES, via Ports of Call,

WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.,

Specie and Parcels until 3 P.M., on the 14th

December. (Parcels are not to be sent on

board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd December, 1902. [2]

THE RUSSIAN EAST ASIATIC

COMPANY, LIMITED.

FOR SEAHAM, PORT ARTHUR

AND VLADIVOSTOK.

THE Russian Steamer

"KOREA"

Captain Pernitz, will be ready to load here on

or about the 15th December, for the above ports,

and will have quick despatch.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 27th November, 1902. [3174]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR

FUME AND TRIESTE (DIRECT),

Callings: SINGAPORE, PENANG,

COLOMBO, BOMBAY, KARACHI,

ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils,

to SOUTH AFRICA, PERSIAN GULF, RED SEA,

BLACK SEA, LEVANT, VENICE and ADRIATIC

PORTS.)

THE Company's Steamship

"VINDOBONA,"

Captain Cebol, will be despatched as above on

THURSDAY, the 18th December, P.M.

This Steamer has Capital Accommodation for

Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight,

apply to

SANDER, WIELER & CO.,

Agents.

Princes' Buildings.

Hongkong, 29th November, 1902. [3009]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

HAVRE, LEHORN, GULF, GERMANY,

AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"

Captain A. L. Valentini, carrying His Majesty's

Mails, will be despatched from this Port for Bombay,

on SATURDAY, the 20th December, at Noon,

taking passengers and cargo for the above

ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay with transshipment.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 8th December, 1902. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fourth day.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897. [2673]

VESSELS ON THE BERTH

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR MARSEILLE, HAVRE, COPENHAGEN AND BALTIC PORTS. THE Danish Steamer

"PRINSESS MARIE"

Captain Beumert, due here about the 10th

inst., will have quick despatch as above.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 2nd December, 1902. [2920]

NAVIGAZIONE GENERALE

ITALIANA.

(Florio and Rabattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG.

Having connection with Company's Mail Steamers

to ADEN, SUEZ, PORT SAID, MESSINA,

NAPLES, LEHORN and GENOA, also VENICE

and TRIESTE, all MEDITERRANEAN,

AMERICAN, LEVANTINE and SOUTH

AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"CAPRI"

Captain Belsito, will be despatched as above

on SATURDAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in

Victoria Dock.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 9th December, 1902. [4]

CHINA NAVIGATION CO., LD.

HONGKONG TO

SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF

CALL.

